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Thanks to Mr. Smithers, of Adams Express, for a New Orleans paper of Monday.

A fellow was arrested last night as a suspect felon, named James Sheel. It is an old penitentiary bird.

Alexander Kilpatrick was yesterday taken to Danville, Ill., to be tried for the murder of a Mr. Bandy.

Monday night some thieves broke into the carriage shop of Ender's & Sevenson, and stole a lot of workmen's tools.

Mr. John Britton, of Nashville, drowned himself in the Cumberland river at that place a few days since, and his body has been found in the river.

Reports of great destruction to bridges, mills, farm property, etc., are coming in from the Muskogean and Ohio valleys above us. Deverly and Lowell, on the Muskogean, and Parkersburg have suffered immensely.

Vanuch's figures of the apoplexy are on exhibition at the Missouri State Fair. They are all there as big as life and very like—probably. The figures of the nativity are also interesting.

Lost—A lady's gold belt buckle was last yesterday on Main, Fourth or Jefferson street. On the reverse of the buckle was a Latin inscription. The finder will be thanked and rewarded if he will leave it at this office.

A lot of Household Furniture, feather beds, bedding, and house keeping articles will be sold this morning, Wednesday, at 10 o'clock, by Mr. S. G. Henry, at the Yacare House, on Market street, south side, between Fourth and Fifth streets.

The Schuyler, Ill., Citizen, under the head of "Rushville against the world," says there is a gentleman at that place who is willing to lay a wager of \$500 that he can eat, and digest too, one hundred pounds of beef in thirty-six hours. A great act of gentleness, he says.

The river is up to the houses between Sixth and Seventh streets and was still rising slowly last night. At Cincinnati, yesterday, there were forty feet two inches water in the channel and stationary. There is no apprehension of an overflow at this point.

The City Court yesterday yielded the following: Joseph Holzlitzel, disorderly conduct. Bail \$100 to answer to-morrow.

James H. Smith, disorderly conduct. Bail \$100 to answer to-morrow.

William H. Smith, disorderly conduct. Bail \$100 to answer to-morrow.

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John Durand, Esq., has resigned the office of Superintendent of the Little Miami and Columbus and Xenia Railroad. He has not decided whether to remain in the railroad business, or give his attention to some other pursuit.

The New York Legislature has now before it for consideration a bill that permits the Buffalo and Allegheny Valley Railroad Company, on obtaining the necessary additional subscriptions to their stock, to extend their route from their present terminus at or near Arcadia, near of Wyoming, to the Pennsylvania line, near Olean, and when \$100,000 per mile is subscribed for the additional length of the road, the company is to acquire the right of way, and be subject to the same obligations, as though the extension had been embraced in the original articles of association of said company.

The following is a statement of the earnings of the Ohio and Mississippi Railroad (Eastern Division) in month of March, 1860:

	1859	1860
Passenger	\$1,150.00	\$1,150.00
Freight	1,150.00	1,150.00
Mail	1,150.00	1,150.00
Express	1,150.00	1,150.00
Telegraph	1,150.00	1,150.00
Other	1,150.00	1,150.00
Total	\$5,750.00	\$5,750.00

SOUTHERN PACIFIC RAILROAD COMPANY.

Log to report for your information the action of the Legislature of Texas just adjourned, with reference to our company.

An act was passed, and approved, by Governor Johnson on the 10th inst., by which our company is empowered and authorized to construct and operate under the franchise, rights, powers and privileges conferred by the charter, and all amendments, and by the general laws of the State regulating railroad companies, an extension of the route of our road, in the direction of Shreveport, a distance not exceeding seven miles, so as to connect with any road extending from the Mississippi river to the Texas boundary of the State of Texas at said point.

The two of six thousand dollars per mile, and the cost of station and other facilities, are given to this extension by the second section.

This extension is procured with a view of connecting with the Vicksburg and Shreveport railroad, on such just and reasonable terms may be agreed upon between the two companies.

By these two sections of the act, the company will receive forty-two thousand dollars and seven hundred and eighty cents per mile, in addition to former payments.

Section three provides for a union with the Memphis, St. Louis and Pacific Railroad Company, upon terms mutually to be agreed upon, the construction of but one road from the point of union to St. Louis, under the same franchise, rights, powers and privileges, and one extension of land under the charters of the two companies at the rate of sixteen sections of land per mile.

I am satisfied that, if the road is progressing as I believe it will, at the next session of the Legislature, Texas will return to the point of union to St. Louis, under the same franchise, rights, powers and privileges, and one extension of land under the charters of the two companies at the rate of sixteen sections of land per mile.

The bill was passed to the effect that the company be authorized to construct and operate under the franchise, rights, powers and privileges conferred by the charter, and all amendments, and by the general laws of the State regulating railroad companies, an extension of the route of our road, in the direction of Shreveport, a distance not exceeding seven miles, so as to connect with any road extending from the Mississippi river to the Texas boundary of the State of Texas at said point.

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